

# MPO/RPO Webinar on Freight System Designation March 31, 2017

## **Attendees**

CS - Lisa Destro, Paula Dowell, Will Walter

## **NCDOT:**

Charles Edwards  
Terry Arellano  
Heather Hildebrandt  
Suzette Morales  
Reuben Crummy  
Mike Orr  
Dominique Boyd  
Travis Marshall  
Carlos Moya

## **MPO/RPO and Others:**

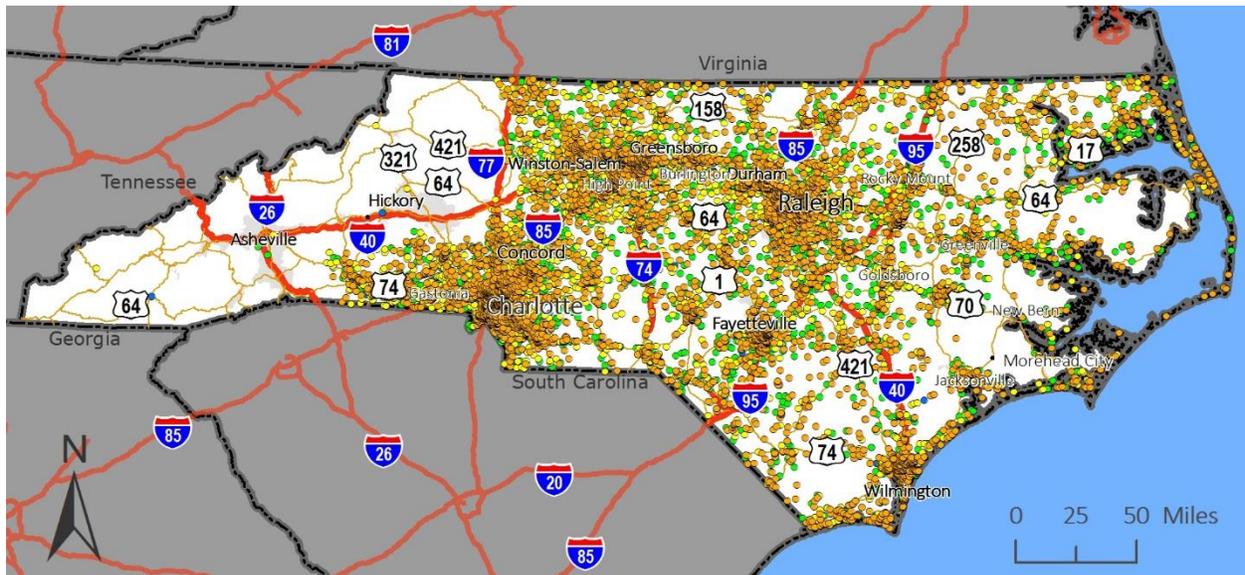
Allen Serkin  
Angela Welsh  
Fayetteville MPO  
James Salmons  
Janet Robertson  
Jessica Hill  
JUMPO  
Karyl Fuller  
Kim Maxey  
Mark Young  
Matt Day  
Maurizia Chapman  
Michelle Nance  
Mike Stanley  
Patrick Flanagan  
Robert Cook  
Vicki Eastland

# Notes/Comments

## Webinar Purpose - Designation of NC primary freight system

1. General economic analysis - No comments on the scores
2. Goods movement analysis -No comments on the scores
3. Supply chain analysis - This analysis was updated with the revised establishment data provided by NCDOT after the first workshop. The data now includes establishments in Western North Carolina (see Figures 1 and 2 for the location of freight-intensive industries in the State with old and new establishment data respectively).

**Figure 1 Freight-Intensive Industries in North Carolina by Economic Sector (using original establishment database)**



Freight-Intensive Industries in North Carolina

- Transportation/Warehousing
- Manufacturing
- Mining
- Wholesale Trade



Source: InfoUSA; Consultant analysis.



FAC and NCDOT - Economic 10, Goods Movement 25, SC 25, MA&C 40

## **NC Primary Freight System Designation**

State system

National PHFS – CUFC and CRFC miles only include facilities that have projects ready/eligible for freight program dollars.

### **Weighting Poll - results**

See Results in Appendix A

Paula Dowell (CS) asked when looking at the weighting poll result for the Supply Chain Analysis – why weight it less heavily? The response of one of the attendees was that it seemed like it was the most nimble one that could change more easily over time. CS’ response was that the target industries included in the analysis were highly capital intensive and changes would occur over longer periods of time, especially for the larger facilities which have the most impact.

### **Next Steps**

1. Complete MPO/RPO webinars
2. Make final adjustments based of input
3. Present final draft system to NCDOT

### ***Summary of Comments***

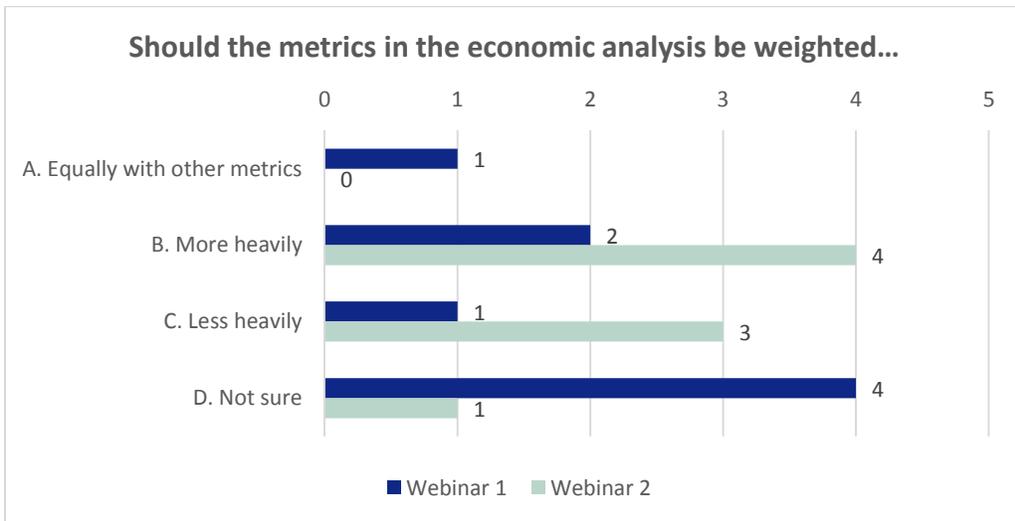
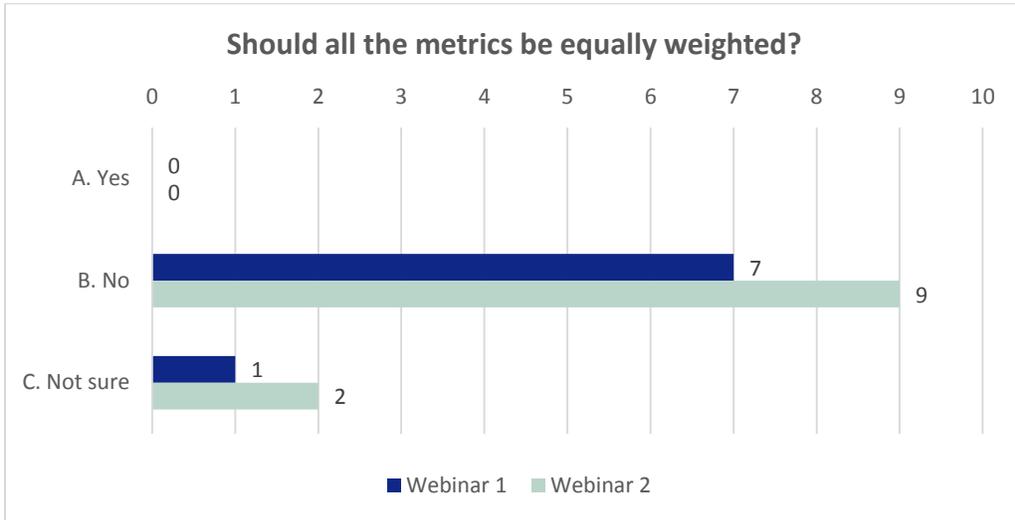
- Supply chain analysis – Triangle RPO Comment: corridor (421?) why is it popping up? Charles Edwards said corridor serves Fort Bragg and has heavy truck traffic.
- Market access and connectivity – Add Dillon SC inland port.
- Charles Edwards – Asked to show the “Military and Defense” establishments to review some locations in the Outer Banks. A discrepancy was found with an establishment in Morehead City under the “Biotechnology, Pharmaceuticals and Life Sciences” industry cluster but it was found that it had little impact on the final score for the Freight System Designation.
- Paula Dowell (CS) asked when looking at the weighting poll result for the Supply Chain Analysis – why weight it less heavily? The response of one of the attendees was that it seemed like it was the most nimble one that could change more easily over time. CS’ response was that the target industries included in the analysis were highly capital intensive and would likely to significantly change in the near future.

- Allen Serkin: How do the link/segment lengths affect the score? It can have an effect on the score, but in the end whole corridors will be selected for the Primary State Freight System, not links.
- How quickly can the FSD process be updated as new data/facilities are added to the highway system? FSD can be updated as new data becomes available (Annual updates are available for all data but NCDOT may not acquire updates each year.)

### **Action Items**

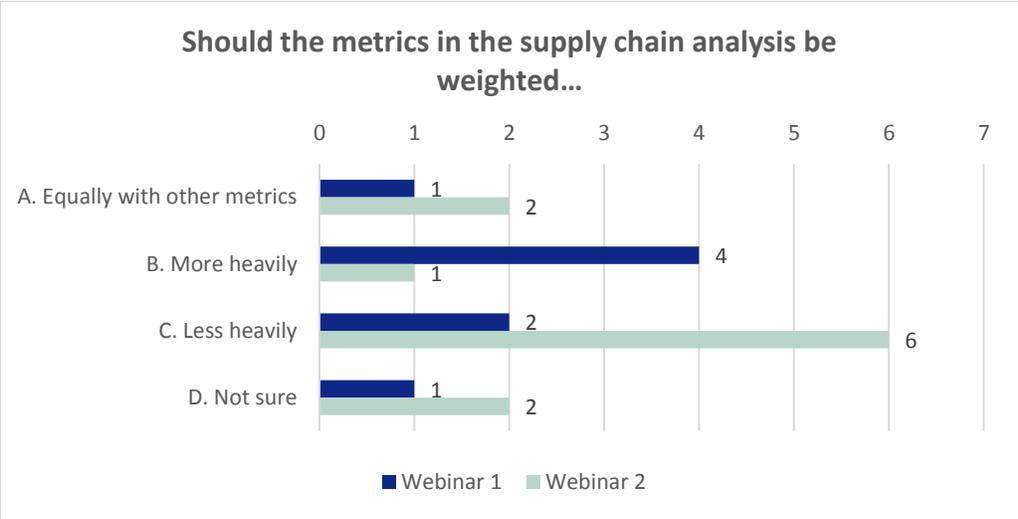
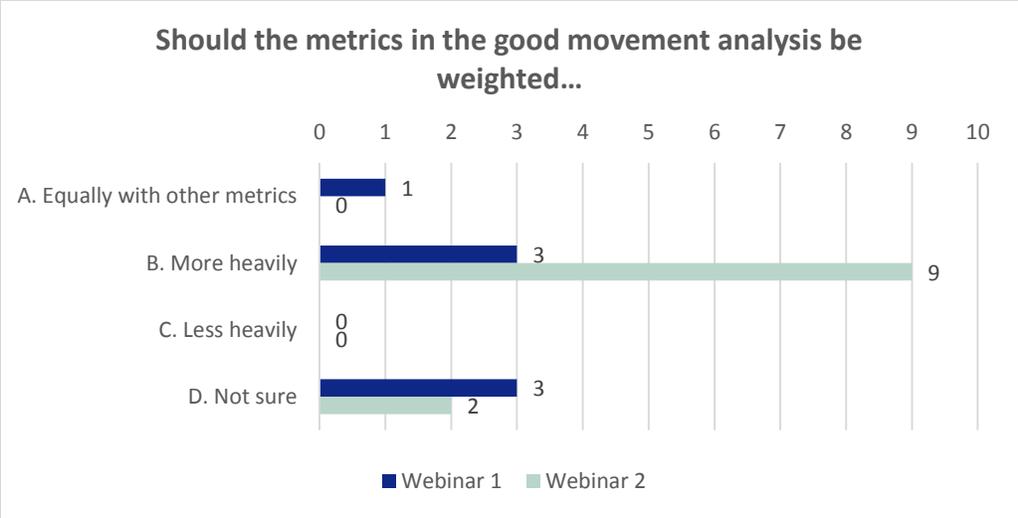
- Develop Rail FSD (economic, market access, and supply chain)
- Add Dillon SC inland port to Market Access and Connectivity
- NCDOT will post presentation to the website
- Develop new weighting for FSD analysis based on input from FAC, NCDOT and MPOs/RPOs.

## Appendix A: Polling Results



Comments included:

- 1) I would need time to review the information to generate a recommendation
- 2) Can you show the metrics again?



Comments included: 1) I have low confidence in the NAICS codes and INFOUSA data

